





I not as a rule manage well the work that

work about which it is in absolute ignorance. What the merchants and shipping agents in Hongkong ask is not more interference, but that the Government do well the little it has undertaken to do. This much, they grievously complain, they cannot obtain. Two very important, although seemingly trivial, matters affecting the shipping trade of the Colony are seriously mismanaged by the Government. The first is the signalling of vessels approaching the harbour. The system in Hongkong is unsatisfactory in many ways and most incomplete. Calcutta, Shanghai and many of the towns in the Far East, whose shipping trade is much less than Hongkong, afford facilities in this respect that are not given here. When

a merchant vessel is seen approaching the harbour the flag of the Hong Kong Company is hoisted on the yards of the flag-staff at the Peak. Were all the officers facing the Peak and at no great distance from it, this might be sufficient to let the merchant know that his vessel was not far off, although very often the wind is blowing in such a direction as to make it very difficult, even for one in full view of the Peak, to detect the flags that are floating at the yards. In a dull day, with the least mist hanging about the hills, this difficulty is of course increased ten-fold. But all the officers are facing, not to, but away from, the Peak, and they are spread from East to West at great distances. It may be easily imagined then that the Peak signals are of a great extent useless. Many a merchant has had to send a launch to hover about the entrance of the harbour for a whole afternoon in expectation of a steamer that did not appear, and very often it happens that a vessel comes

standing into the harbour before the master or agent is aware and has had time to arrange or to give instructions as to anchorage, whereby great inconvenience and loss of time to the steamer is caused. Now, or the best remedy for this is very simple and no means costly. From the Peak there ought to be communication through the Harbour Office or direct, with one or two stations at Kowloon, where flags corresponding to those at the Peak station should be hoisted. Most of the merchant shipping offices from Kowloon, and when the Peak might be invisible, flags at Kowloon or some other central spot might be seen. In Ceylon, we believe printed forms with the necessary information are sent round to the exchanges and clubs. Perhaps we cannot yet expect to get so much consideration for shipping interests in Hongkong, but realising some improvement ought to be made in the existing most imperfect system of signalling. At present even the printed regulations are not conformed to, the communications being at the yard-arm and distance off the mast head' never being given when an ordinary steamer is sighted.

The second cause of complaint we refer to is of even greater moment. It relates to a matter which in some form or other has often been brought before the public notice. We have to state that the fact of the

the harbour and the lighting of them. The present system is most unsatisfactory. The larger shipping houses have buoyed their steamers, dotted irregularly over the harbour with little regard to channels, the positions obtained being often a matter of favour. Difficulties, also, often arise between the merchants and the Harbour Office as regards the mooring of the buoys, and there being no principle laid down, the former often find themselves rather awkwardly at the mercy of the latter. The system of lighting the buoys under the present circumstances can well be better, and it is very difficult, with the existing ir-

believe the shipping merchants in Hongkong are pretty unanimously of opinion that a thorough change must be made so that the change must be on the line of Government acquisition of the buoys. The harbour belongs to the Colony, and the Government, as the custodian, has a perfect right to let out to the highest bidder the moorage stations in it. Were the Government thus to acquire the buoys, they could establish some regularity in the system of anchorage which would leave clear channels for vessels to come in. At present scarcely any steamers will venture in at night owing to the great uncertainty as to the arrangement of the vessels in the harbour. The native craft might also be more roughly looked after and kept out of the channels were regularity and order to prevail. But perhaps the greatest benefit would accrue from the lighting of the buoys which could be easily effected were they under the supervision of the Government. A suggestion was once made, we believe, to coat the buoys with luminous paint.

we hear on the best authority that this project has been tried and failed, and we expect that nothing short of lighting the bridges with lamps will do. We do not think that it need be any more fear of the lamps being stolen, if properly fixed, than there is of the lamps in town being stolen, as the W. Police are supposed to patrol the harbour and the land Police patrol the town. We are passing through Hongkong have long been for light dues in excess of what was actually expended in lights, and merchants have the right to demand that some consideration be given to their wants, more especially as the provision would cost little to the Government and might in one case be made a source of revenue.







## Insurances.

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurance as follows:—  
Fire Department.

Policies issued for long or short periods at  
current rates.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HONGKONG, WISE & Co.  
Hongkong, October 19, 1888. 1750

**NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.**

THE Undersigned, Agents of the above  
Company, are authorized to insure  
against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

**QUEEN FIRE INSURANCE COM-  
PANY.**

THE Undersigned, Agents for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

NORTON & Co.,  
Agents.  
Hongkong, July 15, 1887. 1340

## Intimations.

**THE CHINA & JAPAN TELEPHONE  
COMPANY, LIMITED.**

CENTRAL EXCHANGE 13, PRAYA CENTRAL.

THE above Company's EXCHANGE is  
NOW OPEN for Telephonic Com-  
munication.

Rate of Subscription is \$80 per Annum,  
payable quarterly in advance. Electrical  
Material of all descriptions kept in stock  
for sale.

ELECTRIC BELLS a specialty.

Houses fitted up and kept in order at  
most Moderate Prices.

TELEPHONE MATERIAL supplied on  
Sale or Hire.

AGENTS for ELECTRIC LIGHTING,  
both ARC and INCANDESCENT.

Estimates furnished free.

H. F. HAYLAR,  
Acting Agent.  
Hongkong, September 26, 1888. 1610

## NOTICE.

**HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.**

SHIPMASTERS AND ENGINEERS are  
respectfully informed that, if upon  
their arrival in this Harbour, NONE of  
the Company's FOREMEN should be at  
hand, Orders for REPAIRS if sent to the  
HEAD OFFICE, No. 14, Praya Central, will  
receive prompt attention.

In the Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

D. GILLIES,  
Secretary.  
Hongkong, August 25, 1888. 1468

**HONGKONG & SHANGHAI BANKING  
CORPORATION.**

OLD or BROKEN NOTES will be  
EXCHANGED for NEW ONES on ap-  
plication at the Office of the Corporation.

For the  
HONGKONG & SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, August 30, 1888. 1445

**A RAMBLE THROUGH SOUTHERN  
FORMOSA.—By Mr. G. TAYLOR.**

This Article, which has been reprinted  
from the *China Review*, contains one of  
the best Sketches of Formosa Life yet written.  
A few roughly-executed Woodcuts are  
included in the pamphlet.

May be had—Price, 5s.—at Messrs. LANE,  
CRAWFORD & Co.'s, and Messrs. KELLY &  
WALSH, LIMITED, Hongkong; also, Mr. N.  
MOORE, AMOY.

Hongkong, March 3, 1888. 363

**SUMMER TIME TABLE.**

**THE KOWLOON FERRY.**

**STREAM-LAUNCH  
MORNING STAR**

Runs DAILY as a Ferry Boat between  
Poddar's Wharf and Tsim-Tai-Tui at the  
following hours:—This Time Table will be  
taken effect from the 1st June, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M.	7.00 A.M.
7.30 "	7.45 "
8.00 "	8.15 "
8.45 "	9.00 "
9.15 "	9.30 "
9.45 "	10.00 "
10.15 "	10.30 "
10.45 "	11.00 "
11.15 P.M.	12.30 P.M.
12.45 "	1.00 "
1.30 "	1.45 "
2.00 "	2.15 "
2.30 "	2.45 "
3.00 "	3.15 "
3.30 "	3.45 "
4.00 "	4.15 "
4.30 "	4.45 "
5.00 "	5.15 "
5.30 "	5.45 "
6.00 "	6.15 "
6.30 "	6.45 "
7.00 "	7.15 "

\* There will be no Launch on Monday  
and Friday, on account of coaling.

The above Time Table will be strictly  
adhered to, except under unavoidable cir-  
cumstances. In case of stress of weather,  
due notice will be given of any stoppages.

## PUBLICATIONS.

**'CHINA MAIL' OFFICE.**

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'CHINA MAIL' OFFICE,  
2, Wyndham Street (behind the Club.)

## Intimations.

**HONGKONG RIFLE ASSOCIATION.**  
PROGRAMME OF THE SIXTH RIFLE  
MEETING  
HELD AT KOWLOON,  
FRIDAY, NOVEMBER 9th,  
and  
SATURDAY, NOVEMBER 10th, 1888.

**AGGREGATE VALUE OF PRIZES.**  
Competitions open to All-comers.

1. ALL-COMERS.—1st Stage, distance 200  
yards. 2nd Stage, distance 300 yards. No.  
of shots, seven at each. Entrance fee, 50  
cents at each. Unlimited entries, but com-  
petitors not allowed to take more than one  
prize at each distance. 20 prizes, pre-  
sented by the Association; aggregate value,  
\$122.00.

2. ANY RIFLE.—Distance, 800 yards. No.  
of shots, ten. Entrance fee, \$1.00. Two  
prizes.

3. ASSOCIATION.—For ANY RIFLE.—Dis-  
tance, 900 yards. No. of shots, ten. En-  
trance fee, \$1.00. Two prizes.

4. ORDER'S PRIZE.—Presented.—Open to  
pupils of Hongkong Public schools under  
16 years of age. Rifle, Rook Rifle under  
10 Cal. Distance, about 100 yards. No. of  
shots, 7 and one sighting shot. Four  
prizes.

Competitions open to Members.

5. PRIZE.—Distance, 300 yards. No.  
of shots, seven. Entrance fee, \$1.00.  
Three prizes.

6. QUEEN'S 1ST STAGE.—Distance, 200,  
500 and 600 yards. No. of shots, seven at  
each. Entrance fee, \$1.00. Three prizes.

7. QUEEN'S 2ND STAGE.—Distance, 500  
and 600 yards. No. of shots, ten at 500  
yards, fifteen at 600 yards. Two prizes.

8. QUEEN'S 3RD STAGE.—Distance, 800  
and 900 yards. No. of shots, ten at each.  
Entrance fee, \$1.00. Two prizes.

9. LADIES.—Open to Lady Members of  
their business. Distance, 300 yards. No.  
of shots, seven. Entrance fee, none. Five  
prizes.

Aggregates open to All-comers.

10. VOLUNTEER AGGREGATE.—Restricted  
to efficient Volunteers who have respective  
scores in the 'All-comers' make up the  
highest aggregate. Entrance fee, \$1.00.  
Three prizes.

11. CIVIL SERVICE AGGREGATE.—Re-  
stricted to members of the Civil Service  
whose respective scores in the 'All-comers'  
make up the highest aggregate. Entrance  
fee, \$1.00. Three prizes.

12. POLICE AGGREGATE.—Restricted to  
members of the Police Force whose re-  
spective scores in the 'All-comers' make up  
the highest aggregate. Entrance fee, \$1.00.  
Four prizes.

13. ALL-COMERS AGGREGATE.—For com-  
petitors whose respective scores in the two  
stages in the 'All-comers' make up the  
highest aggregate. Entrance fee, \$1.00.  
Three prizes.

14. LONG RANGE AGGREGATE.—For com-  
petitors whose respective scores in the two  
stages in the 'All-comers' make up the  
highest aggregate. Entrance fee, \$1.00.  
Three prizes.

Aggregates open to Members.

15. FAIRWIND CUP.—Silver cup present-  
ed by the Civilian Members of the Hong-  
kong Rifle Association. Open to the  
Officers of the 88th Regt., and to be won by  
the highest aggregate score made in the 1st  
Stage Queen's. Entrance fee, none.

16. NURSERY AGGREGATE.—Restricted to  
competitors who have never won a Prize or  
Second prize at any previous prize meeting  
in Hongkong, and whose respective scores  
at 200 and 500 yards in the Queen's 1st  
Stage make up the highest aggregate. En-  
trance fee, \$1.00. Two prizes.

17. HANDICAP AGGREGATE.—For com-  
petitors whose respective scores (with month-  
ly challenge cup points added) at 200 and  
500 yards in the Queen's First Stage make  
up the highest aggregate. Entrance fee,  
\$1.00. Two prizes.

18. QUEEN'S AGGREGATE.—For com-  
petitors whose respective scores in the  
'Queens three stages' make up the highest  
aggregate. 1st Stage 200, 500 and 600  
yards. 2nd Stage 800 and 900 yards. 3rd  
Stage 800 and 900 yards. 1st Prize, Silver  
Cup presented, value \$100. 9 money  
prizes.

And in connection with the above, 3  
Extra Money Prizes for aggregates in 1st,  
2nd, and 3rd Stages.

Also, A MARCH RIFLE with 300 rounds of  
ammunition, presented, for the competitor  
whose scores in 'All-comers,' 'President's',  
and 'First' and 'Second Stages' make up  
the highest aggregate. Winner of Cup ex-  
cluded from taking this Prize. Entrance  
fee, \$2.00.

SWEEPSTAKES at Running Man and  
Vanishing Target. Open to all-comers  
during the meeting. Any Rifle.

Pools at 200, 500 yards and Sauer.  
Open to all-comers, M.H. Rifle or Carbine.

Conditions etc.

1. To avoid delay, intending competitors  
are strongly advised to enter and obtain  
tickets for the various competitions before the  
date of the meeting. Application to be  
made to the Hon. Secretary, Hongkong  
Club.

2. Post entries will be accepted on the  
ground.

Sights. Paper or sliding wind-gauges  
on above, are not allowed.

Persons wishing to join the H.R. Asso-  
ciation should send their names, with that  
of proposer and second, to the Hon.  
Secretary not later than Thursday, noon,  
8th November.

Entrance fee \$5.00. Ladies \$1.00.

The above programme subject to altera-  
tion. Programmes will be issued in the  
course of two or three weeks.

**A SHELTON HOOPER,**  
Hon. Secretary,  
HONGKONG CLUB.  
Hongkong, October 6, 1888. 1682

**COLLEGE OF MEDICINE FOR  
CHINESE.**

RESIDENTS in the Colony would  
be materially aid the SENATE of the  
COLLEGE by forwarding to the ALICE  
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(1) Glass Jars (for museum purposes),  
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**JAMES CANTLIE,**  
Hon. Sec. to the College.  
Hongkong, August 7, 1888. 1317

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**ERNEST J. EITEL, Ph.D., Tutor.**  
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Price, ——— \$1.50.  
**LANE, CRAWFORD & Co.**  
Hongkong, August 20, 1888.

## Mails.

**NOTICE.**  
**COMPAGNIE DES MESSAGERIES  
MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID.

**MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;**  
— ALSO —  
LONDON, HAVRE, BORDEAUX,  
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 14th Instant,  
at Noon the Company's Steam-  
ship *YANTSE*, Commandant Lohman,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 13th November, 1888. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, November 1, 1888. 1848

**CANADIAN PACIFIC STEAMSHIP  
COMPANY.**

**TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,**  
VIA

**THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.**

THE British Steamship *BATAVIA*,  
1,253 Tons Register, A.D.L. Com-  
mander, will be despatched for VANCOU-  
VER, B.C., and KOBÉ and YOKOHAMA,  
on THURSDAY, the 15th November, at  
3 p.m.

To be followed by the S.S. *PARTHA*,  
on the 13th December, and S.S. *ADY-  
SANTA*, on the 10th January.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-  
cisco, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver or Victoria, Mex. \$100.00  
To San Francisco, " 75.00  
To all common ports of the Pacific " 250.00  
To Liverpool " 300.00  
To London " 300.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Customs and Japanese  
Customs, on to be obtained on application.

Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 14th November.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, October 26, 1888. 1797

**U. S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP  
COMPANY.**

**THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.**

THE U. S. Mail Steamship *CITY  
OF NEW YORK* will be despatched  
for San Francisco, via Yokohama, on  
SATURDAY, the 17th November, at 3  
p.m., taking Passengers and Freight for  
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land and Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco, " \$200.00  
To San Francisco and return, " 350.00  
To Liverpool " 325.00  
To London " 350.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
membering that San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
6 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in San Francisco, and  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50a, Queen's Road Central.  
**C. D. HARMAN,**  
Agent.  
Hongkong, October 27, 1888. 1830

## Mails.

**NORDDEUTSCHER LLOYD.**  
NOTICE.

**STEAM FOR**  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;

— ALSO —  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 25th day of November,  
1888, at 10 a.m., the Company's  
Steamship *SACHSEN*, Capt. von Gessel,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at Genoa.

Shipping Orders will be granted till  
Noon, Cargo will be received on board until  
4 p.m. Specie and Parcels until 3 p.m.  
on the 24th November. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.) Contents and  
value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

For further Particulars, apply to  
**MELCHERS & Co.,**  
Agents.  
Hongkong, October 27, 1888. 1817

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## INDEX

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KELLY & WALSH, Shanghai.

**POST OFFICE NOTICE.**  
Unclaimed Correspondence,  
November 2, 1888.

Let. Pap. Let. Pap.

Abdulla 1 reg. Hockham, F.H. 1  
Adams, R. 1 reg. Herald, A. 1 reg.  
Ah Chung, Mrs. 2 reg. Inglis, T. 1  
Barnes, J. 1 reg. Johnson, G. 1  
Brown, W. 1 reg. Kilgour, Capt. 1  
Bond, H. 1 reg. Kyle, Miss T. 1  
Borges, J. 1 reg. Koh Cheong Keat 1  
Becker, H. W. T. 1 reg. Kemp, C. 1  
Baker, J. F. 1 reg. Lath, C. 1  
Bradley, R. A. 1 reg. Lath, A. T. 1  
Bush, L. 1 reg. Latham, H. 1  
Conrad, W. 1 reg. Liberman, J. R. 1  
Coker, P. 1 reg. McCreigh, G. 1  
Congdon, A. P. 1 reg. Miller, H. 1  
Cohen, Mrs. A. 1 reg. McArthur, Mrs. 2  
Chandora, Mrs. 1 reg. Muir, W. 1  
Caldwell, W. 1 reg. Naves, L. 1  
David, C. B. 1 reg. Nelson, F. L. 1  
Davis, L. D. 1 reg. O'Brien, J. P. 1  
Day, J. W. 1 reg. Ouki, Miss 1  
Dahling, Miss 1 reg. Palmer, D. H. 1  
Edwards, Mrs. 1 reg. Porter, E. H. 1  
Edwards, Miss 2 reg. Pinto, E. 1  
Eckes, Rev. 1 reg. Rigby, L. 1  
Ewer, T. 1 reg. Richardson, W. 1  
Fisher, H. 1 reg. Robt, T. 1  
Fornier 3 reg. Schild, O. 1  
Fridley, R. N. 1 reg. Schillitz, T. 1  
Freeman, O. K. 1 reg. Spalding, T. 1  
Fitzgibbon, J. 1 reg. Scott, B. O. G. 1  
Fulton, H. 1 reg. Seaton, P. 1  
Gibson, W. G. 1 reg. Soy Ky 1  
Garcia, Mrs. 1 reg. Stevens, Mrs. 1  
Gardner, Mrs. 1 reg. Smith, J. 1  
Gardner, W. 1 reg. Smith, C. A. 1  
Gardner, W. 1 reg. Stainesford, A. 1  
Harris, A. F. 1 reg. Taffenberg, J. 1  
Harris, P. F. 1 reg. Turrell, Geo. 1  
Harris, H. 1 reg. Tullock, L. 1  
Hill, S. C. 1 reg. Vincent, Capt. 1  
Hobbs, Capt. 1 reg. Wallace, Miss M. 1  
Hobbs, G. C. 1 reg. Williams, B. C. 1  
Hollander, J. H. 1 reg. Whipple, C. L. 1  
Holman 1 reg. Westphal, W. 1 p. ed.

**DETAINED.**  
Yue Me Koo & Co., Shanghai, 1 letter.

**For Merchant Ships.**

Basuto 1 reg. Manuel, Bl. 1  
Chow, s. s. 1 reg. Mike Mara 1  
Chrysonene, sh. 1 reg. Marquis, sh. 1  
Chittor, sh. 1 reg. Marquis, sh. 1  
Cheung King 1 reg. Naungong, s. s. 1  
D. Beyer, ship 1 reg. Parana, s. s. 1  
Emma T. Crowell 2 reg. Regius 6  
Francis, sh. 1 reg. Rity 2  
Hedwig, sh. 1 reg. Thoresen, sh. 1  
Hedwig, sh. 1 reg. Wunlock, Ek. 1  
Jumbo, s. s. 1 reg. Wm. Manson, Bq. 2  
Killey, Bl. 4 reg. Young Siam, Bq. 1  
Lady Harcourt 1 reg. Wakefield 1

**Books, etc. without Covers.**

Aschland Times & Herald.  
Anglers' Guide.  
Boston Traveller.  
Bulletin Official.  
British Medical Journal.  
Calendar of the College of Preceptors.  
Catalogue of Cassell & Coy.  
Corriere des Etats-Unis.  
Dagbladet.  
Expositor Advertiser.  
Freeman.  
Freie Presse.  
Hamilton Advertiser.  
Illustrated Catalogue of Engineers' Tools.  
Nonconform.  
Illustrated Australian News.  
Intransigent.  
Independence.  
Lancet.  
Lancet Register of Shipping.  
McKay's Monthly Diary.  
Marine Engineer.  
Minutes of Conference.  
Oesterreichs Roman.  
Palmer.  
Fall Mail Budget.  
People's Friend.  
Prepudator.  
Devon Maritime.  
Sandwicher.  
Sonderberger Zeitung.  
Truth.  
Universal Engineer.  
Wally Budget.  
Which Brothers.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

**Section.**

1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. & O. Office.  
5. From P. & O. Office to Poddar's Wharf.  
6. From Poddar's Wharf to the Naval Yard.

**Section.**

7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Anchor No.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amigo.....	3	c Bruhn	Ger. str.	720	Nov. 5	Geo. R. Stevens & Co.	Nowchwang	To-day
Batavia.....	5	c Wul	Brit. str.	1061	Nov. 4	Adams, Bell & Co.	Bombay & S'apora	To-morrow
Burmida.....	5	c Negri	Ital. str.	1499	Nov. 2	Carlowitz & Co.	Nowchwang	To-day
Chow-chow-foo.....	3	c Wul	Ger. str.	796	Nov. 7	Melchers & Co.		
Chow Fa.....	3	c Phillips	Brit. str.	1055	Nov. 1	Yuen Fat Hong		
City of New York.....	4	b Searle	Amer. str.	3019	Nov. 5	P. M. S. S. Co.		
Decima.....	3	c Dias	Ger. str.	905	Oct. 26	Siemens & Co.	Manritius	To-day
Diamante.....	4	c Taylor	Brit. str.	514	Nov. 9	Russell & Co.	Amoy & Manila	To-day
Elmira.....	5	c Miers	A-Hun. str.	2035	Nov. 4	A-Hungarian Lloyd S. N. Co.	S'apora & Bombay	10th inst.
Falkenburg.....	4	c Ger.	Ger. str.	938	Oct. 11	Melchers & Co.	Saigon	To-morrow
Fidelfo.....	3	c Broersen	Ger. str.	892	Nov. 4	Wieler & Co.	Saigon	9th inst.
Fuyow.....	5	c Graham	Chi. str.	920	Nov. 7	C. M. S. N. Co.	Shanghai	To-morrow
Haitan.....	5	b Ashton	Brit. str.	1182	Nov. 4	Douglas Steamship Co.	Coas: Porta	To-day
Kwong Sang.....	3	b Sellar	Brit. str.	1000	Nov. 7	Jardino, Matheson & Co.	Shanghai	To-morrow
Lennox.....	6	c Thearle	Brit. str.	1343	Oct. 30	Adams, Bell & Co.	Yokohama	9th inst.
Melita.....	2	c Mörck	Ger. str.	339	Nov. 6	Wieler & Co.	Touron	To-morrow
Mongkut.....	2	b Anderson	Brit. str.	850	Nov. 4	Yuen Fat Hong	Hohow, &c.	8th inst.
Namoa.....	5	b Pocock	Brit. str.	829	Oct. 17	Douglas Steamship Co.	Coast Ports	9th inst.
Ningpo.....	3	b Schulz	Ger. str.	703	Nov. 2	Siemens & Co.	Shanghai	To-morrow
Pumpkin.....	8	c Johansson	Brit. str.	1641	Nov. 2	Edward Schol huss & Co.		
Pilot Fish.....	3	b Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Duck Co.		
Sarthe.....	4	c Lehtuod	Fch. str.	470	Nov. 1	A. R. Marty	Hilo	To-morrow
Thaico.....	5	b Hunter	Brit. str.	819	Nov. 6	Douglas Steamship Co.	Sawto	
Titan.....	5	c Brown	Brit. str.	1854	Nov. 7	Butterfield & Swire	Lndon, &c.	To-morrow
Triumph.....	5	c Moos	Ger. str.	674	Nov. 6	Wieer & Co.	Nowchwang	To-day
Verona.....	5	c Horne	Brit. str.	1876	Nov. 5	P. & O. S. N. Co.	Yokohama	10th inst.
Victoria.....	8	b Gordon	Brit. str.	1530	Nov. 9	Takama Colliery	Nagasaki	
Visayas.....	3	c Aybitta	Span. str.	406	Oct. 8	Chinoas		
Vormarts.....	5	c Bruhn	Ger. str.	612	Nov. 7	Wieler & Co.		
Sailing Vessels								
Carrier Dove.....	10	Forsyth	Brit. bqs.	1026	Oct. 7	Arnhold, Karberg & Co.	New York	
Dione.....	5	c Petersen	Norw. bqs.	767	Oct. 2	Order		
Gov. Goodwin.....	5	c Piray	Amer. sh.	1459	Oct. 1	Siemens & Co.	New York	K'lton Doc
Honolulu.....	5	c Leary	Brit. sh.	1599	Oct. 2	Melchers & Co.	San Francisco	
H. G. Johnson.....	3	b Colby	Amer. bqs.	1027	Oct. 26	Russell & Co.		
Iton.....	5	c Regnier	Fch. bqs.	542	Oct. 3	Melchers & Co.		
Leading Wind.....	2	c Hindeley	Amer. str.	1159	Oct. 9	Russell & Co.	New York, &c.	
Mary L. Stone.....	3	c Carrer	Amer. sh.	1420	Oct. 12	Pusan & Co.		
M-niana.....	3	c Kessler	Ger. sch.	75	Oct. 21	Siemens & Co.		K'lton Doc
Naupactus.....	3	c Levitt	Brit. sh.	1299	Oct. 4	Order		
P. N. Blanchard.....	5	c Blanchard	Amer. sh.	1563	Sept. 26	Arnhold, Karberg & Co.	New York	
Raphel.....	8	b Harkness	Amer. sh.	1405	Oct. 30	Order		
Thorbecke.....	3	c Knippers	Dutch bqs.	826	Oct. 30	Melchers & Co.		
Young Siam.....	3	c Kock	Siam. bqs.	750	June 17	Chineas		Breaking u